Climate Mitigation and Adaptation Plan (CMAP)

Frequently Asked Questions

General Overview:

1. What is the legal authority for completing a climate mitigation and adaptation plan?
   Answer: There are a number of references, including:
   - Executive Order S-03-05: The reduced snowpack in the Sierra Nevada Mountains, one of the primary sources of water for San Diego, the exacerbation of public health problems associated with poor air quality, and the consequences from sea level rise were the impetus for Governor Schwarzenegger's 2005 Executive Order that set the first statewide GHG reduction target. By 2020, GHG emissions are to be reduced to 1990 levels, and by 2050 the reduction should be 80% below 1990.
   - Assembly Bill 32 (AB 32): The California Global Warming Solutions Act of 2006 requires California to reduce statewide GHG emissions to 1990 levels by 2020. The "Climate Change Scoping Plan," developed by the CA Air Resources Board, identifies California's cities and counties as "essential partners" with the overall statewide effort and recommends that local governments set a GHG reduction target of 15 percent below 2005-2008 levels by the year 2020.
   - Senate Bill 97 (SB 97): This law acknowledges that climate change is a prominent environmental issue that requires analysis under the California Environmental Quality Act (CEQA). Pursuant to SB 97, the State CEQA Guidelines were updated in 2010 to include provisions for mitigating GHG emissions and/or the effects of GHG emissions. The amended CEQA Guidelines (Section 15183.5) allow jurisdictions to analyze and mitigate the significant effects of GHGs at a programmatic level by adopting a plan for the reduction of GHG emissions. For this reason, the City's CMAP will contain enforceable reduction measures and demonstrate that it can reliably reduce our community's fair share of GHG emissions.
   - California Attorney General Guidance**:** In March 2009 the State Attorney General's Office stated that communitywide targets should align with an emissions trajectory that reflects California's aggressive near term, interim (1990 levels by 2020), and long-term (80 percent below 1990 levels by 2050) GHG emissions limits set forth in AB 32 and Executive Order S-3-05.
   - The City of San Diego General Plan (2008): In the Conservation Element of the General Plan that was approved in 2008, Policy CE-A 13 states that the City will *Regularly monitor, update and implement the City's Climate Protection Action Plan to ensure, at a minimum, compliance with all applicable federal, state and local laws; Inventory greenhouse gas emissions, including emissions for the City community at-large, and for the City as an organization; and Identify actions and programs designed to reduce the climate change impacts caused by the community-at-large and the City as an organization.*

2. What are some of the other municipalities outside of San Diego working on a Climate Plan?
   Answer: All of the 18 cities in San Diego County have completed a greenhouse gas emissions inventory. Additionally, a number of cities, the County of San Diego, the Port of San Diego and the San Diego County Water Authority are in the process of developing or have completed a type of climate mitigation and adaptation plan. To the extent possible, staff are collaborating on various strategies for implementation regionwide.

3. What is the significance of the mitigation measures that are included in the CMAP?
   Answer: The measures represent a package of actions that will reduce GHG emissions in San Diego to the 2020 target of 1990 levels. If any of the measures are not approved, a replacement will be needed that will have an equal or greater impact on GHG reductions. Without that stipulation, the City will not meet the 2020 target.

4. How are GHG emission levels calculated?
   Answer: A number of data sets are used to calculate GHG emissions. This is the same process that all scientists use, as well as all states and municipalities that are doing climate plans. For example, the majority of our electricity in 1990 was from coal-fired power plants. GHG emissions from coal are much greater than they are from current sources, such as natural gas. There are coefficients that are used in the calculations that take that into consideration. Therefore, the GHG emissions in 1990 from electricity was far greater than what it is now even though less electricity was used. A recommendation is to review the Regional GHG Inventory that was completed by USD's Energy Policy Initiatives Center. http://www.sandiego.edu/epic/news/frontnews.php?id=31

5. Will this plan comply with CEQA requirements?
   Answer: Yes, the CMAP is subject to a CEQA analysis. When completed, it will serve to streamline the CEQA process related to GHG emissions.

Business as Usual and Scenarios:

6. What does the Business as Usual trajectory include?
   Answer: The BAU includes only the laws, regulations and policies that were approved in 2008. For example, the BAU includes the Renewable Portfolio Standard, but with a 20% goal rather than the current 33% goal for 2020. The difference between the BAU (2008) and the newer (2011) federal and state measures that have been approved are accounted for in the different scenarios.

7. How are the three scenarios of different?
   Answer: The first two scenarios (*Current* and *Enhanced Local*) have the same measures with different participation rates. The last scenario (*Achieve 2035*) relies on federal and state laws and regulations that have not yet been approved. The options are being presented to show the outcome of each scenario.

Water, Energy, and Transportation:

8. What are CAFE standards?
   Answer: CAFE standards are the fuel efficiency standards for cars (federal law).

9. With regards to electric vehicles, is the power from the grid cleaner than a combustion engine?
   Answer: Yes – an electric vehicle recharged from the existing US grid electricity emits about 115 grams of CO_2 per kilometer driven (6.5 oz(CO_2)/mi), whereas a conventional US-market gasoline powered car emits 250 g(CO_2)/km (14 oz(CO_2)/mi) (mostly from its tailpipe, some from the production and distribution of gasoline).

10. Is water consumption included?
    Answer: The greatest amount of energy used for water is from the end-user (customer) heating the water, so that is why solar heating makes the biggest difference and is included. As part of a general statement, the plan will encourage a decrease in per capita water use.

11. What can be done to incentivize families and businesses to retrofit their properties?
    Answer: The city of San Diego has incentive programs for low and moderate income families, SDGE has incentive programs for low income families, and the State of CA **Energy Upgrade California** has programs as well. While the information may not be complete, the website https://energyupgradeca.org/overview provides a place to enter a zip code and find programs in the local area.

Other:

12. Why do we have a slight per capita drop in GHG emissions?
    Answer: We have cleaner energy, more fuel-efficient cars, better waste management and collection of methane, and more stringent codes and standards for buildings, equipment, and appliances.

13. Where do we send comments or questions to?
    Answer: Send to Sustainability@sandiego.gov and write in the subject line- public forum.